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SQUIBS FROM THE WATER FRONT

DOGFISH SCHOOLING ON EMERALD BANK—MORE CRAFT READY FOR SOUTH

Emerald bank is alive with the pesky dogfish according to Capt. Joe Broussard, skipper of the sch. Killarney which came down from Boston yesterday and unloaded 43,000 pounds of haddock at the Gloucester Cold Storage branch of Gorton-Pew. The fish will be filleted, while the cod aboard the vessel will be taken over to the Pew branch for splitting.

Skipper Joe says that when he left port he set his course for Brown's bank, but had no luck, and figured that Emerald bank which is next door to Western bank, would be more lucrative. It was, as far as dogfish are concerned and so he took his trawls and returned to Brown's, where he caught his fare.

Squibs hears that more of the local boats are getting ready to join the seining fleet. For instance, Capt. Richard Merchant is here from Albany, New York, and is preparing the sch. Eleanor for the southern trip. The Dacia is changing over to seining; both boats getting ready for the second darks. Capt. Peter Strescino will command the Dacia, it is understood.

The moon is full around the 10th of this month, and the seiners now here will probably sail by that time so as to be on the grounds when the moon begins to wane and give them a chance to catch the welcome brilliant flash of the mackerel as they gather for the seine party.

In port at present arming for the dash to the south'ard, are the Paolina, Linta, Antonio, Serafina II., Naomi Bruce III., Alicia, Marietta and Mary, and those mentioned above.

Add them all together and you will see that the seining fleet this season is very little smaller than it ever was. There may be "tough times in Kansas," as "dad" used to say, but when spring comes, there's only one place a Gloucester skipper is content, and that's down Cape May and those ports high onto the mackerel grounds.

Speaking of perennial seiners reminds Squibs of one Skipper Jack Barrett, who took his sch. Joanna south of the Mason and Dixon line recently to take his chances with the rest. Jack boasts besides his craft, a handsome police dog by the appropriate name of "Nifty," which is as smart as they make them.

Yesterday Nifty called on the master mariners at their club rooms in Postoffice square, and certainly looked lonesome and forlorn. When Jack is home, this same dog will pay daily visits to the rooms and scent every coat hanging along the wall to see if her master is present. Once Jack told her to go home, and Nifty did just that, but just as soon as she had obeyed, she came right back again, for her orders had not insisted that she stay home. And still they call 'em "dumb" animals!

Ever hear of what the old salts termed a "driver?" They certainly used to have them in the old days. Skippers who saw the advantage of being the first to get their fare into port, and with only their spread of canvas for power, would crowd every inch of sail no matter what the breeze, and let the elements do what they might. Such a driver was one Skipper Doggett, whose favorite saying was "Don't call me until the windlass floats aft by the wheel box," which meant that he wanted his crew to give the schooner every chance to make the most of her ability to travel—and then some. They say that Capt. Marty Welch used to be able to make time in his schooners, too. That's what made him a successful racer in the Esperanto.

The Edith L. Boudreau, Capt. Al Boudreau, unloaded her fish at the Gloucester Cold Storage yesterday morning, having 6000 pounds of haddock and 6000 pounds of mixed fish.

Over at Sherm Tarr's bailiwick on Rocky Neck, the sloop Megunticook is on the ways, getting all dressed up for the summer cruise to Labrador when the owner, Nathaniel Talbot of Boston intends to take several Harvard students with him as soon as school is ended. The pilot house has been extended, and new rigging and a new spar has been set in the sloop, so that she looks as if she were right off the stocks of the shipyard.

The Megunticook's below decks quarters have had modern improvements introduced, so that she is fit for a king. She was built down Maine and then went south, where she was acquired by her present owner. Her engine is a 40 horsepower gasoline type, and she measures all of 50 feet from stem to stern.

Another yacht planning a long cruise is the Ramah, now anchored alongside the Rocky Neck ways. This yacht, owned by Dr. Alexander Forbes of Milton, will leave for Greece about the 10th of June.

The beam trawler Shawmut of the Massachusetts Trawling Company, came directly from Western bank to this port early this morning and docked at the O'Hara Brothers pier, (formerly Davis Brothers). This firm took the 125,000 pounds of cod, and 5000 pounds of pollock in the Shawmut's fare. The rest of her fare, 40,000 pounds of haddock and 400 halibut, will be taken to Boston. Capt. Dennis Hayes, skipper of the trawler, said that they have been out since Saturday, and among the fishermen they saw on Western bank was the schooner Marshal Frank, trawler, of Lunenburg, N. S.

The halibuter Joffre, Capt. Reuben Burke, dropped down from Boston this morning for her gear before leaving for St. Paul's island, Nova Scotia, near Cape North, where they will try their luck. They docked at O'Hara Brothers' wharf.

The coal barge Ontelaunee, Capt. Harry Bjark, arrived yesterday afternoon from Port Reading, New Jersey, with 987 tons of hard coal, and docked at the Griffin & Company in Harbor Cove where the barge is busy unloading her cargo, expecting to be ready to sail again by Thursday.

SQUIBS

SEINERS LANDED MOST MACKEREL THE PAST WEEK

Rough weather during the early part and most of last week interfered with mackerel operations in the south and the landings were light. The total was 213,000 pounds, practically all by seiners. Recent arrivals have had as much as 50 per cent large mackerel that weigh 2 to 2 1-2 pounds each. Fish are working north. Mackerel sold to wholesale dealers from 4 to 10 cents per pound for small and 7 to 13 cents per pound for large fish.

Last Year.

Similar weather conditions prevailed in the corresponding week last year and the catch of the mackerel fleet was light until near the end of the week. Half pound mackerel sold from four to six cents per pound and large and mediums, 11 to 15 cents.

No reports of any mackerel being caught on the South side of Cape Cod have been received as yet but in the corresponding time of 1932, two barrels were caught at Hyannis and were the first mackerel of the season.

Total catch of mackerel by the southern fleet to date has been 1,419,700 pounds as compared with 631,500 pounds in 1932; 1,904,250 pounds in 1931; 2,703,296 pounds in 1930 and 1,567,200 pounds in 1929.

SEALING RECORDS

Highest Catches Ever Made Reported by Fleet

Records of long standing were broken by the sealers this season and two of the greatest cargoes ever brought to St. John's, N. F. have just been unloaded.

Bowring Brothers announced that their steamer Imogene had discharged 53,636 seals valued \$60,722.00. Each of more than 200 men will receive \$94.48 for the trip.

The Ungava, outfitted by Crosbie and Company and Marine Agencies discharged 49,069 seals.

The previous record was established in 1910, when the Florizel brought in 49,069, exactly the same number as discharged by the Ungava this year.

Portland News.

Three vessels put in at Portland Monday with fish fares but only two unloaded at this port. The Nancy of Boothbay Harbor took out 12,000 pounds of groundfish and the Portland schooner Alice M. Doughty had 4000 pounds. The Gloucester dragger Rosie C., had 18,000 pounds but decided to go to Gloucester to sell.

OVER 300,000 POUNDS LANDED

Landings here since yesterday have been over 310,000 pounds of haddock, cod and other fresh fish being brought into port for local concerns.

The beam trawler Shawmut, Capt. Reuben Burke, arrived from Western bank with 120,000 pounds of cod and 5000 pounds of pollock for O'Hara brothers this morning, and will take 40,000 pounds of haddock and some halibut, to Boston. Sch. Killarney came down from Boston yesterday afternoon with 42,000 pounds of haddock for the Gloucester Cold Storage for filleting and 26,000 pounds of cod for splitting at Pew branch of Gorton-Pew Fisheries. The Edith Boudreau which has been in port for the past few days took out her fare of 6000 pounds haddock and 6000 pounds of mixed fish at the Gloucester Cold Storage yesterday.

The gill netters, 14 of them, had 49,900 pounds, while 21 trawlers had 31,000 pounds. From Boston by truck came 18,000 pounds of haddock, consigned to Gorton-Pew.

Gloucester Arrivals and Receipts.

The arrivals and fares in detail:
Killarney via Boston, 42,000 lbs. haddock for filleting, 26,000 lbs. cod for splitting.

Three Sisters, trawling, 300 lbs. cod.
White Star, trawling, 1200 lbs. cod.
Elsie, trawling, 600 lbs. cod.
Overland, via Boston, 18,000 lbs. haddock for Gorton-Pew.

Klondike, trawling, 2400 lbs. cod.
Beauty, trawling, 4500 lbs. cod.
Twin Sisters, trawling, 500 lbs. cod.
842-D, trawling, 500 lbs. cod.
7064, trawling, 2300 lbs. cod.
Ripple, trawling, 2000 lbs. cod.
Joffre, halibuting, via Boston.
Shawmut, Western bank, 125,000 lbs. cod, 40,000 lbs. haddock, 5000 lbs. pollock, 400 lbs. halibut.

La Paloma, trawling, 4000 lbs. cod.
Gertrude E., trawling, 1200 lbs. cod.
Wonson, trawling, 1000 lbs. cod.
Jones, trawling, 1000 lbs. cod.
Cora Jane, trawling, 2500 lbs. cod.
Sally and Joseph, trawling, 500 lbs. cod.

Etta Martin, trawling, 1500 lbs. cod.
Florence and John, trawling, 1500 lbs. cod.
Lady of the Rosary, trawling, 1500 lbs. cod.

Enos, trawling, 500 lbs. cod.
Madrugá, trawling, 500 lbs. cod.
Theresa, trawling, 500 lbs. cod.
Edith Boudreau, 6000 lbs. haddock, 6000 lbs. mixed fish.

Yesterday's Gill Net Receipts.

Enterprise, 7000 lbs. haddock.
Lucretia, 6000 lbs. haddock.
Edna Fae, 6000 lbs. haddock.
Naomi Bruce II., 5500 lbs. haddock.
C. A. Meister, 5000 lbs. haddock.
Virginia and Joan, 4000 lbs. cod.
Phyllis A., 3800 lbs. cod.
Elizabeth and James, 3000 lbs. haddock.
Eliza C. Riggs, 2400 lbs. cod.
Agnes and Myrnie, 2000 lbs. cod.
Mary A., 2000 lbs. cod.
Nashawena, 1500 lbs. cod.
Liboria C., 1500 lbs. cod.
Myrtle and Gladys, 200 lbs. cod.

PORT OF GLOUCESTER.

Arrived.

Barge Dntelaunee via Port Reading, New Jersey, 987 tons hard coal for Griffin & Company.

Sailed.

Joffre, halibuting.

FIRST MACKEREL FARE AT BOSTON

ALDEN HAS 60,000 LBS.—GROUND-FISH RECEIPTS ARE LIGHT TODAY.

Low prices prevailed on every kind of fish at the Boston pier this morning, even mackerel, and the Alden, Capt. Percy Firth, on deck with the first mackerel fare of the season received hardly enough for expenses. Capt. Firth brought 55,000 pounds of small and 5000 pounds of large mackerel and all he could get for them was 2.75 to 5 cents per pound.

Fourteen other vessels were at the pier this morning with 315,000 pounds of groundfish, 155,000 pounds of mixed fish and 5000 pounds of halibut. There was little change in the market for groundfish. Halibut sold for 16, 10 and 8 cents per pound.

Rail receipts of fresh mackerel totaled 715 barrels from the catches landed over the week-end at Cape May.

Boston Arrivals and Receipts.

The arrivals and fares in detail:
Str. Notre Dame, 85,000 haddock, 59,000 cod, 51,000 mixed fish.
Str. White Cap, 80,000 haddock, 26,000 cod, 45,000 mixed fish.

Geraldine and Phyllis, 20,000 haddock, 2000 cod, 6000 mixed fish.

Alpar, 26,000 haddock, 9400 cod, 2000 mixed fish.

Reliance, 5000 halibut, 7000 cod.
Alden, 55,000 small mackerel, 5000 large mackerel.

Josie II., 3700 mixed fish.
Two Brothers, 8200 mixed fish.
Bessie, 4600 mixed fish.
Frances, 1200 mixed fish.
Sebastiano and Figli, 10,000 mixed fish.

Mayflower, 7500 mixed fish.
Eddie and Lulu M., 4000 mixed fish.

Leonardo, 4800 mixed fish.
Clarence B. Mitchell, 6000 mixed fish.

Lucy, 10,000 mixed fish.
Provvidenza, 3400 mixed fish.
San Antonio 1300 mixed fish.

Haddock, \$1.50 to \$2.25 per cwt.; large cod, \$1.50; market cod, \$1.25 to \$1.50; hake, \$1; pollock, 75 cents; cusk, \$1; gray sole, 2 cents per pound; black backs, 1 cent; yellow tails, 1 cent; mackerel, 2.75 to 5 cents pound; halibut, 16 cents for white, 10 cents for gray, 8 cents for chicken; catfish, 1 to 11-4 cents.

Nova Scotia Bait Report.

Canso—No vessels in port. Some herring in nets. Ice available.

Halifax—Ten thousand pounds frozen herring available.

Liverpool—Plenty ice available. Bait for local use only.

Lockeport—Two hundred fifty thousand pounds frozen herring available.

Lunenburg—No bait. Plenty ice available. Schooner John McKay arrived in port.

North Sydney—Fresh bait scarce, about 50 barrels taken. Seven bankers in for bait. Plenty ice available.

Port Hawkesbury—No bait.

Queensport—Thirty barrels herring taken. No drift ice. Schooner Maxwell Corkum completed baiting and sailing for Banks today.

Shelburne—Eighty thousand pounds frozen herring and plenty ice available.

Yarmouth—Plenty frozen bait and ice available.

Grindstone—Close packed ice at West Point. Open ice S. W. and N. W. Etang du Nord. None in sight elsewhere. Pleasant Bay clear. Bait and ice available.

Capt. Howard Tobey sailed in the mackerel seiner Nyoda again Monday afternoon, bound for the southward, after getting a seine boat and purser to replace the one, the heavy seas took from him in the nasty weather of a few weeks ago. Better luck this time, skipper!

Squibs was browsing around "Sherm" Tarr's realm at Rocky Neck the other day, and happened to note a sturdily-built collegiate appearing chap, busily tarring the rigging of a strange looking craft which turned out to be a former German pilot boat, and now is the yacht Wander Bird, and the man in the rigging was the owner, Capt. Warwick Tompkins, 32 years old, who with his wife and two young children, Ann, 3 years, and Warwick, Jr., 14 months, make this able craft their home.

The scribe has often heard of a ship on a cradle but seldom saw a cradle on a ship. The Wander Bird is different in many respects and this is one, although 'tis really a crib for the new member of the sea-going family. Capt. Tompkins is a native of California, who has a yen for travel over the deep blue seas, and acquired the pilot boat while in Germany, five years ago as best suited to his purposes.

The Wander Bird as a pilot boat had to be strongly constructed to stand the buffeting of heavy seas in all kinds of weather as she lay outside Hamburg, Germany, with pilots ready to board all steamers who wished to find the way into their berth. The boat is 85 feet in length, 181-2 feet beam, and 101-6 feet draft. She is 54 years old and has no auxiliary power, depending upon ordinary schooner sails with the addition of a squaresail and raffee for running before a fair wind, in place of the usual spinnaker. Her entire spread of canvas is 5500 square feet, boasting 14 different sails whose names are strictly nautical.

The skipper wasn't born for sun-kist orange-raising and decided that if he was going to sea he might as well have plenty of company so he sought college students, since he himself attended the University of California which is in Berkeley, his home town.

Every summer they take a cruise across the Atlantic, and on June 26th he will voyage with them to England, France, Belgium and Holland, and will give them lessons in navigation. The parents of some of his passenger list own yachts, and they intend to learn the ropes and the compass so they, too, can wear the gold braid, of skipper.

Capt. Tompkins taught classes in navigation at the Boston Yacht club last winter and on May 26, and again on June 29, will take classes to Chester, Nova Scotia, on training cruises. He is always writing articles for various magazines, several of his stories being in the publication, "Yachting".

Speaking of real sailors, that little Ann, the skipper's daughter, although no more than three summers, is one of the best. Capt. Tompkins took movies of her running from fore to aft of the Wander Bird in a 60-mile-an-hour wind, and she only fell down twice. The other day, the boat was mobbed by youngsters who helped out the maid with a jigsaw puzzle on the hatch-cover, and sauntered below decks, through the galley, and the forecabin, and the sleeping quarters.